ten to fourteen days. During that period, the holder of the license had to transgress the Motor Vehicles Regulation in that he had to drive without a license. Although it would not be difficult to explain the position to the Travancore Police, it was not so easy to convince the British Police of the situation if trouble arose in their territory during that period The member therefore prayed that some arrangements be made to remove this difficulty at a very early date.

DEWAN'S REPLY: Mr. Wright, I shall ask the Commissioner of Police, in due course, to consider whether he can propose a working arrangement whereby he will immediately be able to issue a license upon an application signed by your General Manager and by a duly qualified mechanical engineer.

29. Renewal of Gun and Motor Licenses by Local Authorties.

MR. R. J. Mc MULLIN (*Member, Central Travancore Planters' Association*) said that the existing method of renewal of licenses both for the possession of firearms and the driving of motor vehicles was not as convenient as it ought to be. The holder of a license had to send it to the headquarters of the head of the department responsible for the issue of the license, situated far away, while there was a local authority who was in close touch with the holders of the licenses and who could very well be entrusted with the duty of renewing the licenses. The local Tahsildar or Magistrate personally knew the license-holders and was more approachable than the officer at headquarters. He was also under the control of the departmental head, so that, if he was entrusted with the duty of renewing the licenses, he would considerably reduce the pressure of work at headquarters, while, at the same time, he could also be very easily checked by the heads of the departments concerned. The member requested that his proposal be given the consideration that it deserved.

DEWAN'S REPLY: Mr. Mc Mullin, I am afraid it will not be possible to entrust the granting of licenses for arms to Tahsildars. It is a matter upon which we have got to exercise a strict control and to be effective it has to be centralised and it cannot be decentralised as that will not ensure consistency.

In regard to other licenses, I am afraid there is no solution for this matter as things stand at present.

30. Suggestions for the licensing of Bullock-carts.

MR. R. J. Mc MULLIN (*Member, Central Travancore Planters' Association*) said that the apparent lack of control over bullock-cart traffic was a source of menace to the increased motor traffic made possible by the excellent condition of roads in the State. Under the rules, motor vehicles should be licensed and their identifying numbers displayed conspicuously. The drivers also should take licenses. Those rules rendered it possible to control the irregularities committed in respect of motor vehicles. The drivers of motor vehicles being educated were more easy of control than the drivers of bullock-carts. The latter were ignorant peasants who were not alive to the sense of risk that they might run by ignoring the rules of the road. No license was necessary for bullock-carts so that any one who could purchase a cart and bullocks could with impunity obstruct the roads and be a source of danger to the public without any fear of being checked. In urging the need, therefore, for licensing bullock-carts, the member said that it was not his desire to suggest any imposition and hardship on the poor owners of the bullock-carts. But the institution of a method of licensing them would cause a more comfortable condition to the users of the roads besides ensuring a control over them and inculcating in them the necessity for the observance of the rules of the road intended for the safety of the road passengers.

Another advantage of the institution of the system of licensing bullock-carts was that the revenue derived thereby, though not excessive, might be utilised for the maintenance of the roads. That revenue might also help towards the reduction of the many tolls which hampered motor traffic. The cart owners themselves would be benefited in that the license fee levied from them was not likely to approach the amount of tolls levied.

While on the subject of tolls, the member referred to the movement that was already afoot in British India for doing away with the tolls and instituting a Road Fund instead, at least, so far as motor vehicles were concerned; and he suggested that it would set to the rest of India a most progressive and up-to-date example, if Travancore took the lead in that enlightened policy.

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In conclusion, the member once again emphasised the need for controlling the cart traffic, particularly on the narrow and tortuous roads in the hilly tracts. To show the earnestness of the planters in the matter, they had themselves inaugurated a system whereby their estate cart-men were being registered and made to carry identifying marks so that they at least might be under control.

DEWAN'S REPLY: Mr. Mc Mullin, in the matter of tolls, I will draw your attention to the remarks I made yesterday.

In the matter of bullock-carts and motor vehicles, there are rules drawn up to regulate traffic on the road. It has been laid down that the motorist should make way round the bullock-cart and not expect the bullock-cart to make way for the motor car. You want some rules to be drawn up by means of which a motor driver may be able to take prompt and effective action against a bullock-cart driver who offends. I think we shall also have to consider and find out means as to how the bullock-cart driver can take prompt and effective action against the motor driver who offends. I think it is not so much the carts as the bulls straying on the roads that cause inconvenience in the Peermade roads. That at any rate is my experience. Our bullock-cart men more or less understand the rules of the road. But it is the men who come from the British Districts—I refer to the Tamilian drivers who come from Madura—who are incapable of understanding the rules of the road. The police will take measures to impress upon these people the observance of the rules of the road. For the rest, I would draw your attention to the rule which bids the motorist to give room to the cart drivers and get round as best as he can with due regard to the safety of the people.

As regards the numbering and licensing of bandies, that is an ideal we all like to see attained. But whether the Commissioner of Police can devise practical means of doing anything in the matter will soon engage his attention.

31. Registration of Bandies.

MR. S. N. URE (*Member, Mundakayam Planters' Association*) said that he was not going to waste the time of the Assembly as what he intended to represent had already been represented and a reply had been given.

32. Regulation of Traffic.

MR. V. JACOB OOMMAN (*Member, Trading Classes, Alleppey*) observed that the last few years had witnessed an abnormal increase in the number of motor vehicles. The increase in motor traffic had rendered travelling easy and rapid and had also improved the trade facilities in the State. There was no part of the State which was not accessible by motor car. But side by side with the advantages, there was the danger of frequent motor accidents and consequent loss of lives. A notable accident occurred near Neyyattinkara a few years ago resulting in the death of seven men. As a result of a memorial then submitted by the people, the Government appointed a Motor Bus Inspector with power to test and certify to the mechanical fitness and safety of motor vehicles. That post was subsequently abolished; and a Traffic Inspector whose duties were mainly confined to the regulation of traffic was appointed instead. Although the new arrangement ensured some measure of control over traffic irregularities such as overloading, overspeeding, etc., motor accidents had steadily been on the increase. It was, therefore, high time that a qualified motor engineer was appointed for the constant inspection and periodical testing of motor vehicles. The two Traffic Inspectors appointed by the Government were not enough. The appointment of a superior officer not below the rank of a District Superintendent of Police and with expert knowledge in motor mechanism was necessary.

To regulate the grant of licenses to drivers of motor vehicles, more stringent rules were required. There were many irresponsible and reckless young men among the drivers. An applicant for a driving license should, before being given a license, be asked to produce a certificate regarding his sobriety and good conduct from at least two respectable citizens and the Tahsildar-Magistrate of the taluk and also a medical

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